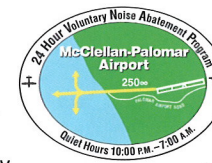




McClellan-Palomar Airport

Voluntary Noise Abatement Procedures

These are general noise abatement recommendations to assist pilots in avoiding noise sensitive residential areas. The recommendations do not conform to ATC patterns in all circumstances and some may not be advisable for every aircraft in every situation. No noise reduction recommendation should be allowed to compromise ATC instructions or flight safety.



VFR DEPARTURES

RUNWAY 24

- Jets depart on 250° track, remain north of Palomar Airport Road until 1 mile offshore.
- Props north and southbound depart on 250° track north of Palomar Airport Road until joining **Coastal VFR Flyway. (ALPHA departure)
- Eastbound props request right downwind departure. Hold turns until above 800' MSL. Fly downwind until above Class D airspace. Coordinate on course turns xing Rwy 24 final with Tower approval.

RUNWAY 06

- All runway 06 north and southbound departures request left downwind. Climb to 800' MSL before turning downwind. Continue downwind north of Palomar Airport Road until joining **Coastal VFR Flyway.
- All runway 06 northeast through southeast departures fly runway heading until above 1500' MSL, then avoid noise sensitive areas.

VFR ARRIVALS

RUNWAY 24

- Jets fly the localizer when VFR/IFR. Remain on or above the glideslope.
- Props enter pattern as instructed by ATC. Remain above 2300' MSL until 3NM. Avoid residential areas.

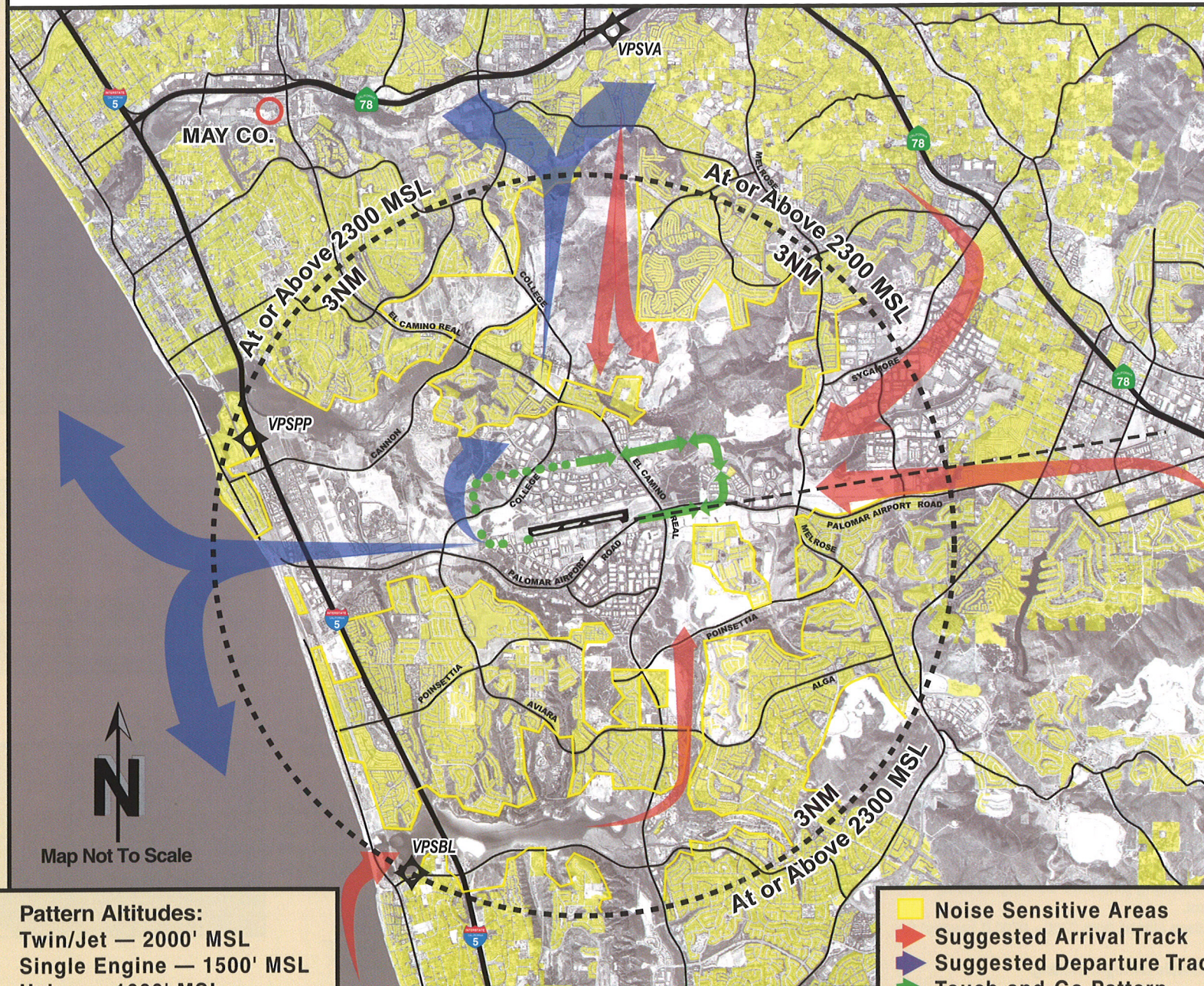
RUNWAY 06

- All fixed wing aircraft remain at or above 2300' MSL until 3NM from the airport. Avoid noise sensitive areas.

HELICOPTERS

- 1000' MSL over major non-residential roads.

** Refer to the San Diego Charted VFR Flyway Planning Chart.



Pattern Altitudes:
Twin/Jet — 2000' MSL
Single Engine — 1500' MSL
Helos — 1000' MSL

- Noise Sensitive Areas
- Suggested Arrival Track
- Suggested Departure Track
- Touch-and-Go Pattern